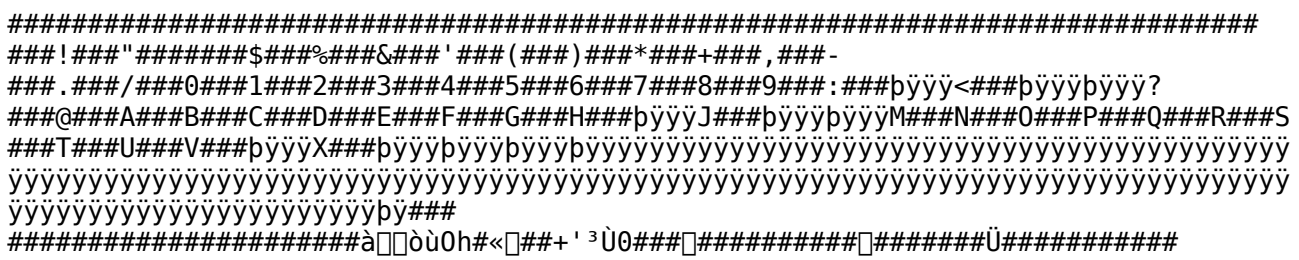

#################,###########################ÿ□#ÿÿd#########d#########2##□##ªöÁûV
§#ÿÿ ###ÿÿ####UÿF#ÿÿK#########d#########³###Determine materiel loss by day/phase.Determine what is repairable.Determine where the repairable equipment will be repaired.Determine when repaired equipment will be returned. #

###ÿÿ#####ÿ#ÿÿd#########d#########°###This is a matrix that is intend to generate an understanding for the implications of maintenance losses. You could ask students to discuss the issue before you show the slide.

```
########################2##□##□õø¦
Ã#ÿÿ####ÿÿ#####ÿ□#ÿÿd#########d#########¥###LOSS CATEGORYPercent of  Total
Equipment Loss                     DEFENSE     OFFENSE     DELAY O/C
NONREPAIRABLE     15          20          25    10    REPAIRABLE  85          80
            75    90REPAIR ESTIMATIONPercent Repairable by location
            DEFENSE     OFFENSE     DELAY O/CEVAC TO TA     35          30
      40    20REPAIR ON SITE  20          20          20    30REPAIR AT DS    25
            20          20    30REPAIR AT DS/BU 20          30          20    20
HELICOPTER  ALL CONDITIONSEVAC TO TA AVIM 20    REPAIR ON SITE    20REPAIR AT
AVUM  30    REPAIR AT AVIM    30#
```

###ÿÿ#####ÿ#ÿÿd#########d#############*TRANSPORTATION CONSIDERATIONS *
REPAIRABLE EQUIPMENT EVACUATION   * UNREPAIRABLE EQUIPMENT TO THE COLLECTION
          POINT/ CANNIBALIZATION POINT   * NEED FOR MOVEMENT OF REPLACEMENT
CLASS   VII*CLASS III PACKAGE REQUIREMENTS WILL INCREASE AS # OF
VEHICLES NEEDING REPAIR INCREASE* CLASS III BULK REQUIREMENTS WILL GO DOWN
BECAUSE OF NONOPERATIONAL EQUIPMENT (FEWER PIECES OF EQUIPMENT CONSUMING FUEL)*
CLASS V REQUIREMENTS WILL ALSO DECREASE DUE TO EQUIPMENT LOSSES.   IF THE TANK
IN A COMBAT LOSS, DO NOT FORECAST FOR IT.#

##########ÿ#ÿÿd#########d#############*DUE TO THE EXTREMELY WIDE RANGE OF REPAIR PART SIZES, WEIGHTS AND CUBES, CLASS IX ESTIMATION IS EXTREMELY DIFFICULT TO ACHIEVE. *CLASS IX WILL USUALLY CUBE OUT BEFORE IT WEIGHTS OUT.FOR EXAMPLE: A FULL UP POWER PACK WEIGHTS ONLY 10,000 LB.. BY WEIGHT ALONE IT SHOULD BE NO PROBLEM TO TRANSPORT TWO ON THE BATTLEFIELD WITH A 30 S&P M127 SERIES. HOWEVER, IN REALITY YOU CAN ONLY TRANSPORT ONE.IN THIS CASE, HISTORICAL DATA IS CLEARLY THE BEST MEANS OF ESTIMATION. MAJOR ASSEMBLIES WILL DRIVE THE TRAIN IN HOW MUCH YOU WILL HAVE TO MOVE.IF YOU DECIDE TO USE OP LOG PLANNER, BE PREPARED FOR SOME DETAILED ANALYSIS AND CLOSE EXAMINATION OF YOUR FINDINGS.

#################,##########################ÿ□#ÿÿd#########d#########2##□##ªöÁûV
§#ÿÿ ###ÿÿ####UÿF#ÿÿK#########d#########ë###Implement selected piece part repair.Search for substitute.Authorize controlled exchange.Lower cannibalization authorization level.Move critical components by Army air.Revise maintenance priorities.Seek support from Theater Army.#

###ÿÿ#####ÿ#ÿÿd#########d#########¿###FM 63-3 page 7-19This is a good topic for discussion and brain storming. Ask student before showing the slide and write their responses on the white board. There are many possible answers.#

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      §#ÿÿ ###ÿÿ####UÿF#ÿÿK#########d#########[###Cross level workload between
maintenance units.Seek host nation support.Contract support.#
```